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MEMORANDUM

To: Transportation Committee

Date: April 17, 2009

From: Matt Maloney, Senior Manager, Program and Policy Development

Re: FY 2010 Unified Work Program

On April 7, the Unified Work Program Committee finalized a proposed FY 2010 Unified Work Program totaling \$19,542,094. This total includes \$15,514,061 in FHWA and FTA regional planning funds and \$4,028,033 in local match funds. The UWP Committee recommends this program for a period of public comment, lasting from April 24 to May 19. The following is a brief breakdown of funded agencies and projects. Please find full proposals, including lists of products and tasks, on the CMAP Web site at http://www.cmap.illinois.gov/uwp/default.aspx

	Agency Total:
Chicago Metropolitan Agency for Planning (CMAP)	\$ 13,667,048
Congestion Management Process Purpose: This program addresses the need to effectively manage the region's transportation system. The management and operational strategies developed will include intelligent transportation systems, bicycle and pedestrian policies, data collection and analysis for regional transportation indicators in the Long Range Plan strategy analysis, and improvements to the freight system. Efforts to improve the safety of the transportation system will be a special focus within this project. Tasks will include a regional ITS planning, regional freight plan recommendations and recommendations for intermodal freight collectors, and updates on highway safety overviews, freeway congestion data/scans, and a system accessibility report.	\$988,171

Data Development and Analysis Purpose: The development and application of technical tools for analysis of regional plans and programs is necessary for effective policy evaluation. The major taks in this program include continued development of CMAP's urban system model, outside distribution of the travel and activity survey project, the land use inventory, highway and transit system modeling datasets, and field results from the county and municipal socioeconomic inventory.	\$1,638,949
Information Technology Management Purpose: This program includes the design, acquisition, deployment, and management of computing, telecommunications, and data resources at CMAP. Under this program, staff will maintain and update the internal infrastructure necessary to generate robust transportation data dissemination applications, document data library management practices, and develop content management systems for transportation datasets and query interface and file transfer protocol to permit analysis and visualization of data.	\$2,170,689
GO TO 2040 – Regional Comprehensive Plan Purpose: This project fulfills the federal requirement for a long range transportation plan as well as the state requirement for an integrated land use and transportation plan. Public involvement on scenario evaluation will be underway when FY 10 begins. Based on the results of this and an ongoing technical evaluation, a preferred scenario will be developed. Major capital projects to support the preferred scenario will also be evaluated and selected. Drafts of the plan's recommendations are expected to be available before the end of FY 10.	\$3,973,611
Plan Implementation and Technical Assistance Purpose: This program provides technical assistance with a variety of tools, programs and information designed to share best practices and build regional capacity in transportation and land use planning. CMAP staff will work with municipalities in the region, community organizations, counties, planning, economic and community professionals and the private sector to develop joint programs, promote regional collaboration, analyze professional needs, assess strengths, weaknesses and plan for the future.	\$1,433,370
Policy Development Purpose: Research, analysis, and development of policies and agency methods to support, promote, and integrate transportation and land use planning. CMAP's operating legislation charges the agency to consider and analyze the regional and intergovernmental impacts of proposed major developments, infrastructure investments and major policies and actions by public and private entities on natural resources, neighboring communities, and residents.	\$1,953,230
Transportation Improvement Program Purpose: Develop and maintain the region's fiscally constrained TIP and CMAQ programs and analyze program and long range plan to verify air quality requirements are met. Monitor regulatory changes for impact on region and assure federal, state, and regional laws and regulations on transportation and air quality are met.	\$1,509,028

Chicago Department of Transportation (CDOT)	Agency Total:
	\$1,405,000
Crosswalk Treatment Methodology and Toolbox Purpose: To develop a toolbox and methodology for marking uncontrolled intersections and mid-block crosswalks. This toolbox will be used to assist engineers and project managers in identifying locations for specialized crosswalk treatments such as international style striping, rapid flash beacons, HAWK signals, bumpouts, and pedestrian refuge islands. Based on findings from the Federal Highway Administration's "Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations" and other studies, the toolbox will include factors like vehicle speeds, number of lanes, lane width, pedestrian and vehicle volumes, and the distance to the nearest signalized crossing location. The resulting toolbox could be used to assist the City of Chicago, other municipalities and our regional partners in determining appropriate crossing treatments.	\$100,000
West Loop Terminal Area Plan Purpose: To develop a transportation plan for the West Loop area in the vicinity of Union Station and Oglivie Center. The study responds to growing congestion on the streets and curb space in the immediate vicinity of these terminals, the need for improved intermodal connections, and the need to accommodate future BRT and/or rail connections to the larger Central Area.	\$225,000
City of Chicago Transportation Planning and Programming Purpose : To support regional objectives by providing for the strategic participation of the City of Chicago in the region's transportation planning process, including the development of the RTP and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested information to other agencies. Such policy, funding and planning assistance facilitates the full and effective participation by City officials.	\$1,000,000
Chicago Sustainable Infrastructure Standards Purpose: The Chicago Sustainable Infrastructure Standards will outline sustainable design recommendations for the public right of way, and expand on existing complete streets policies in order to include environmental performance. Transportation planning decisions should not only consider the location and users of any proposed infrastructure project, but also the environmental footprint created through the design, construction, and life of a project. The sustainable infrastructure standards will be applicable to both City and suburban locations and will include best practices and example applications, design requirements for best management practices, testing and monitoring procedures, specifications, long and short term goals, and a process for implementation	\$80,000
Metra	Agency Total:
	\$400,000
Program Development Purpose: Program Development incorporates capital transit planning and	\$400,000

programming to address regional transportation improvement, congestion management, safety and security planning, proactive public participation, and development and monitoring of a fiscally constrained TIP. Major tasks will include program and budget amendments, environmental reviews, TIP revisions, database management for rolling stock, track & structure, bridges, signal and electrical equipment, facilities, stations, parking, capital investment and financial analysis.	
Chicago Transit Authority (CTA)	Agency Total: \$1,008,080
Program Development Purpose: Improve CTA capital program coordination with regional Transportation Improvement Program (TIP). Major tasks will include development of CTA's capital programs for inclusion in the TIP, and identification and analysis of potential capital projects for funding eligibility.	\$388,080
Study of Limited Bus Stop Service Purpose: The study will evaluate the effectiveness of a Chicago Transit Authority (CTA) pilot to increase the ratio of limited-stop to local bus service on three (3) CTA bus corridors: Garfield/55 th Street (Routes #55 and #X55), Western Avenue (Routes #49 and #X49), and Irving Park (Routes #80 and #X80). The 180-day pilot will be implemented during the Spring of 2009 and will increase the frequency of limited-stop service to approximately 60% of overall service on the corridor. The study will evaluate the effectiveness of this change as measured by overall change of ridership on the corridor, increase in travel speed, productivity of local and express routes, and impact on customer satisfaction. Additionally, the study will evaluate the effectiveness of bus stop spacing on the pilot corridors by analyzing ridership by stop and how it impacted the overall effectiveness of the service. Finally, the study will recommend the optimal ratio of express to local service on the pilot routes.	\$120,000
North Main Line Corridor Demand Study Purpose: Model travel demand in the North Main Line Corridor for bus and rail service to inform a comprehensive vision for rehabilitation in the corridor. The North Main Line Corridor provides an alternative to North Lakeshore Drive and the Edens Expressway (I-94) as well as many local roads. CTA Red, Yellow and Purple rail lines and extensive parallel express bus services in this corridor serve to the densest residential concentration in the region, the Central Business District, and the suburbs of Evanston, Skokie, and Wilmette. Corridor travel needs have changed since infrastructure was originally built and service patterns developed and are anticipated to change through 2040. The North Main Line rail infrastructure is in need of rehabilitation, which provides an opportunity to build infrastructure that allows alternative rail service patterns. Modeling the travel demand for this corridor under various bus and rail service configurations would allow development of a service plan that better utilizes existing infrastructure and guides rehabilitation.	\$500,000
Regional Council of Mayors	Agency Total:
	\$1,663,431

Subregional Planning, Programming and Management Purpose: To provide for strategic participation by local officials in the regional planning process as required by SAFETEA-LU, the Regional Planning Act and future legislation. To support the Council of Mayors by providing local liaisons to regional activities, facilitating communication between local and regional stakeholders, and coordinating local technical assistance for regional programs, projects and research. Through the Planning Liaison (PL) Program, the Council of Mayors provides a link between CMAP and the suburban Mayors. PL staff coordinates with CMAP and other local, regional and state transportation agencies to support the integration of transportation and land use in the Long Range Plan, subregional corridor planning, data collection, ITS initiative, etc. Each council manages an STP program that is integrated into the Transportation Improvement Program. PL staff work to advance the goals and focus areas of the Unified Work Program and Congestion Management System throught the region. The PL Program provides a forum for municipal education and involvement in support of CMAP's Public Participation Program.	\$1,663,431
Pace	Agency Total: \$575,000
Rideshare Services Program Purpose: The Pace Rideshare Program seeks to support individuals and employers in developing carpools and vanpools in support of regional plan objectives.	\$175,000
TIP Development & Monitoring Purpose: To develop a fiscally constrained Suburban Bus Capital Improvement Program for the northeastern Illinois region which is consistent with ,and supportive of, regional comprehensive plans. Participate in the TIP and CMAQ development process and provide support for the air quality conformity analysis of Capital Projects.	\$150,000
Pace Development and Land Use Guidelines Purpose: The development of a locally based transit policy as it relates to land use. Current practices in the region do not allow for the timely sharing of information on new development and roadway projects as related to transit planning. Pace wants to take the initiative by providing communities a "how-to" guide book on both Traditional and Non-Traditional Transit Oriented Development in the Chicago Suburbs that would facilitate the cooperation between Pace and communities in their effort of economic and community development, job, housing, and transportation planning.	\$250,000
Regional Transportation Authority (RTA)	Agency Total: \$340,000
Regional Data Archive Demonstration Purpose: Contribute to the design and implementation of a CMAP-led web-based data exchange mechanism for archived transportation data. RTA has significant experience with web-based data access in its RTAMS system which currently serves 2,000+ users. Expected contributions are access to transit data and potential	\$90,000

adaptation of the RTAMS user interface to provide content management, data	
visualization and analysis.	
Regional Coordination of Transit Customer Satisfaction Surveys Purpose: The purpose of this initiative is to establish a common methodology for implementing a regional customer satisfaction measurement system with the goal of tracking and evaluating regional transit performance on critical customer experience touch points. House Bill 656, enacted in January 2008, commits the RTA to evaluating the impact and effectiveness of public transit. One important performance measure (specifically mentioned in the RTA Act) is customer satisfaction. At present, all three Service Boards conduct their own surveys at different times and at different intervals, using different methods and scales of satisfaction. Thus, it is impossible to consolidate the results in one unified regional customer satisfaction performance measure or a set of attributes. This initiative will provide a common sampling approach and methodology for surveying customer satisfaction across the entire transit system in northeastern Illinois.	\$100,000
Regional Transit Technology Plan Purpose: As part of the overall update of the RTA's Regional Transportation Strategic Plan, this project will examine alternative roles for the RTA and establish a vision for the region in terms of the implementation of transit technology. The plan will include goals, objectives and measurable success metrics where applicable. The regional vision will be formalized through the creation of a Regional Transit Technology Plan to be adopted by the RTA Board of Directors.	\$150,000
DuPage County	Agency Total:
	\$108,535
DuPage County Pavement Management Program Purpose: To develop and implement a new pavement management system that will utilize engineering and financial analysis tools to provide DuPage County with a better method for programming scarce resources while maintaining a high pavement condition and performance. System evaluation is included in the project using mechanistic pavement condition ratings in order to provide a baseline.	\$108,535
Lake County	Agency Total: \$375,000
	\$375,000